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PRICE TWO CENTS. { ON TRAINS FIVE CENTS.

STEAMER PARIS STRIKES ROCKS OF MANACLES

At a Point Half a Mile From Where the Ill-fated Mohegan Went to the Bottom.

THE MAGNIFICENT BEHAVIOR

Of the Crew--Perfect Discipline Maintained and not a Single Life Lost.

SMOOTH SEA AND NO WIND

Enables Life Boats and Tugs to Take off the Passengers Without Accident.

FALMOUTH, May 21.—The American line steamer Paris, Captain Watkins, from Southampton and Cherbourg, for New York, struck on an outlying ridge of the Manacles early this morning, at a point half a mile from where the wrecked Atlantic transport liner Mohegan lies and five miles from Falmouth.

The Paris which sailed from Southampton yesterday called at Cherbourg, and picked up fifty passengers. She left Cherbourg at 6 o'clock last evening. Soon after 1 o'clock this morning, at high tide, and in a dense fog she ran ashore. From the first there was no danger. Life boats and tugs were soon literally swarming around the vessel to render assistance. A majority of the passengers, who number 350, were brought to Falmouth, where they obtained lodgings for the night.

Captain Watkins reported that his ship was lying comfortably in smooth water and that there was no occasion for any alarmist reports. He reported the passengers and crew all well.

The first intimation of the vessel's striking the rocks was a slight grating sound which was followed by a second and more pronounced shock. The look-out shouted that there was something looming ahead, but before there was time to reverse the engines, the ship had come on the rocks, two hundred yards from the shore. Assistance was summoned by means of rockets and the coast guards promptly telephoned to the life saving station for boats.

Passengers Not Aware of It.

A majority of the passengers were not aware that an accident had happened until they were called up by the stewards. On reaching the deck they found the ship's boats in perfect readiness for their reception. The sea was perfectly calm and the only discomfort that the passengers experienced was caused by the slight rain that was falling at the time. Owing to the calmness of the sea the boats could be managed with entire safety. Perfect order prevailed aboard the vessel. Captain Watkins stood on the bridge giving orders, and his perfect self-possession and calmness of demeanor had a reassuring effect upon the passengers. In accordance with the instruction of the captain, the women and children were the first to be taken off the ship. Such perfect order was maintained that a passenger described the scene as simply a slow procession of women and children walking in single file to the boats.

At daybreak the position of the vessel could be better discerned. The brilliant St. Anthony light at the entrance to Falmouth harbor could be distinguished plainly through the misty rain, and the still standing masts of the ill-fated Mohegan could be seen nearby.

Warning Came Too Late.

It is said that a Falmouth pilot boat chanced a warning signal to the Paris, telling the captain that he would put the vessel on top of the Mohegan if he did not alter the course of the ship. The warning, however, came too late, and the Paris struck on a ridge to the westward of the Manacles. It is suggested that as this was only their second trip from Cherbourg the officers of the Paris were not familiar with the coast.

The crew of the Paris are still aboard the vessel.

It is believed that the steamer has a heavy rent in her bottom in the forward part of the ship. Tugs are standing by and will assist in an effort to get her off the rocks.

Further details of the disaster show that when the vessel struck the crew were summoned on deck. The passengers upon appearing were met in the companion-way with comforting words and assurances of their safety. Exceptional calmness was shown on all sides, the stewards distributing coffee and stimulants to all who desired them.

Captain Watkins had his gig lowered and rowed ashore in order to ascertain his whereabouts and to telegraph to Falmouth for tugs to assist his ship. In the meantime rockets were sent up and signal guns were fired.

Land In Sight.

When dawn broke every one on board was relieved to find the shore on one side and life boats lying nearby on the other. The vessel lay with her head to the southwest, the reversing of her engines having put her bowsprit onto the rocks. Happily the sea was smooth and there was no wind. Otherwise there would probably have been a different tale to tell.

The dangers of the vicinity were thickened brought home to the passengers and crew by the masts of the wrecked steamer Mohegan which are sticking out of the water and by a mis-

erable bell buoy, which tolls almost constantly as though sounding a death knell.

When Captain Watkins returned from his trip ashore he learned that there was already considerable water in the hold and the tugs which had arrived stood in readiness for any emergency. All the passengers were transferred to the tug Dragon, but beyond the clothes they wore, they took nothing with them. They were landed at Falmouth shortly after 7 o'clock, the local agents of the American line meeting them and providing them with every care and quartering them at the various hotels and the sailors' home.

When the Paris struck the tide was within an hour of the flood and this proved insufficient to raise her off the rocks. Hundreds of people visited the scene during the day.

The passengers are lavish in their praise of the admirable behavior of the officers and crew, and declare that it was due to their self-possession that no accident occurred to anyone. Perfect discipline, they say, was maintained throughout.

It is stated that those in charge of the Paris were so perfectly confident that they were pursuing the proper course that the vessel was steaming eighteen or nineteen knots an hour when she struck.

There will be little danger to the steamer if the long calm continues, but should the wind veer to the east or southeast the consequences might be serious. The tugs left the scene at about 5 o'clock.

In connection with the accident to the Paris it will be of interest to mariners and travelers to hear that persistent agitations since the wreck of the Mohegan has at last induced the Trinity brethren to act, and last week they promised to erect a gas-lighted, automatic sound-producing buoy on the Manacles in place of the useless bell buoy now there.

Gangs of men on lighters have gone to the stranded steamer to take off the belongings of the passengers. It is reported that two forward compartments of the Paris are full of water.

Among the passengers of the Paris were many poor female emigrants, mostly foreigners. All have been safely housed in the sailors' home here. One of the women describing her experience said: "We were much frightened, but there was no confusion."

A Passenger's Story.

Mrs. Batchelor, a sister of United States Senator Vest, of Missouri, who embarked at Cherbourg, says the weather was wet and nasty when they left port. She retired early and at about 1 o'clock was awakened by a tremendous crash, which at first seemed to arise from the machinery. Then everything became so quiet that she did not leave her berth. Soon afterward, however, she was aroused by a steward who urged the passengers to dress and go on deck immediately. Putting on a few things Mrs. Batchelor hurried above and found hundreds of half-dressed passengers there before her.

The officers were busily engaged in preparing the boats for launching and calming the passengers, though there was comparatively little excitement as it was evident that the ship was not sinking, and at daybreak all were reassured by glimpses of the shore.

Mrs. Batchelor said that some of the passengers asserted that they heard Captain Watkins say: "I am unable to understand how this happened." There was no for when Mrs. Batchelor went on deck, but only a misty rain. The worst trouble, she says, arose in transferring the passengers in small boats to the tugs. "The officers and crew," she observed, "worked like Trojans in getting the old people and children off, and they certainly deserve great praise."

A Coast Guard's Statement.

One of the coast guardmen at Coverack has made the following statement to a correspondent of the Associated Press:

"It was 1:21 a. m. to-day when I discovered the lights of a steamer coast inland just over the wreck of the Mohegan. I immediately fired a rocket, which was responded to in a few moments by the signal gun of the Paris. Chief Jeffers, of the coast guard, summoned his men and manned the life boat. Unlike the case of the Mohegan, the Paris could be easily seen. The rocket apparatus was prepared, and the first shot discharged. It failed to reach the vessel, but the second fell across her bows and was quickly fastened.

"In the meantime the Portsmouth life boat and the Falmouth tugs responded. There was a heavy ground swell running with a southwesterly breeze, and it was very hazy.

"On reaching the Paris Chief Jeffers found Captain Watkins maintaining the best discipline. There were no signs of a panic. The starboard boats of the Paris were swung ready for launching; all the women and children were being collected together and the prompt arrival of the tugs facilitated disembarkation."

H. W. Southworth, one of the passengers, an Englishman, says:

"The weather was misty, but not foggy. When the vessel struck most of the passengers were asleep. She seemed to rise, then quivered, grated over the rock and stood still with a slight list to port. The shock suggested striding a derelict or a small vessel and the possibility of being on the rocks, therefore, was not suggested until the stewards were heard crying 'All hands on deck. Captain's orders.'"

The Humorous Side.

"Many came on deck in their night clothing. One man wore his drawers and his wife's fur cape, but his appearance caused so much smiling that his wife sent him down to dress, which he did in the nude room to the equal amusement of all concerned. There was no sign of a panic. The soundings

made showed nine fathoms of water forward and fourteen aft; but the ship rested on a flat rock while the rocks rising on each side held her almost erect."

Captain G. W. McCallum, of Pittsburgh, says: "I heard a tremendous crash, and, as a steamboatman, I knew we were on the bottom and that if she slipped from the rock we would be in queer street. Hurriedly putting on my clothes I went upstairs, where I met the steward, who was shouting 'All hands on deck.' As I reached the deck I could just make out the masts of the Mohegan. Officers and crew worked hard to restore confidence; and the women seemed calmer than many of the men."

Henry Wilding, managing agent of the line, said to a correspondent of the Associated Press:

"I have had no opportunity to inquire as to the facts and certainly have no theories to indulge. The Cherbourg stop was adopted some time ago and was by no means unusual. Captain Watkins is one of the most trustworthy officers on the Atlantic, and I must await the results of the investigation before passing my judgment."

There is about sixteen feet of water in the three forward compartments, but the engines are apparently unharmed. It has been decided to await special salvage apparatus and the next tide tomorrow. The sea is still smooth and the work of lightering proceeds.

An effort was made this afternoon to tow the Paris off the rock. Three tugs were engaged at full pressure with the steamer's steel hawsers, her own engines assisting for half an hour. The attempt was unsuccessful, the steamer not budging an inch.

London Press Comment.

LONDON, May 22.—All the morning papers comment editorially upon the accident to the Paris, calling attention to the strange coincidence with the Mohegan wreck, in which the loss of all the officers left the position of the ship so far out of its proper course unexplained, the verdict only showing a slack lookout. The Morning Post and the Daily Mail call attention to the "mysterious and treacherous currents in the channels and call for a more prompt investigation until the fullest investigation shall have been had."

Prospects of Salving.

LIVERPOOL, May 21.—The American line agents here have been informed that the prospects of salving are good as long as the wind keeps moderate from the west or north.

BUFFALO STRIKE.

Matters in Little Better Shape.—It is Probable That the Men Will Go Back to Work Within the Next Forty-Eight Hours.

BUFFALO, N. Y., May 21.—Everything was quiet along the docks to-day and very few of the striking grain scoopers and freight handlers were to be seen in the neighborhood of their respective headquarters.

President Keefe, of the International Longshoremen's association, who arrived in town shortly after midnight this morning, held several consultations with the strikers' committees, but at a late hour to-night he was unable to give an expression of opinion as to what the outcome of these conferences would be. Mr. Keefe said that he would not be surprised if the men were all back to work within the next forty-eight hours, providing that the contractors lived up to the concessions made by them abolishing all the abuses complained of with the exception of the abrogation of the contract.

That the men themselves have lost confidence in some members of the committees was clearly proven at the meeting of the freight handlers held last night, when the voice of the entire meeting was in favor of returning to work in consideration of the promised abolition of objectionable bosses and unnecessary Sunday work, the demand for an increase of wages being waived. To-day a committee from these men waited on Bishop Quigley and he renewed his advice given three days ago for the men to return to work.

So far as the freight handlers are concerned their differences practically are ended and the men will probably return to work to-morrow. The scoopers have been advised to do likewise, and a majority of them are in favor of taking Bishop Quigley's advice. Some of their leaders talked of making individual contracts for the unloading of vessels and working elevators, but this was declared to be impracticable and impossible by some of the most prominent elevator proprietors to-day.

When the news of the action taken by the Chicago board of trade was made known on Friday the strikers became jubilant, but now they see that instead of taking line managers, lake carriers and elevator representatives splitting up they are more solidly banded together than ever. These interests are a unit on the question of retaining the contractors, and say that if the men do not return to work immediately their places will be filled by outsiders and that the same concessions will never be again offered to them.

Some of the monthly men returned to work to-day. Two full shifts are back in the city elevator, which was in operation to-day, as were also the Great Northern, Marine, Erie and Connecting Terminals.

Harvey D. Goulder, attorney for the Lake Carriers' Association, attended the conference of the Chicago delegation to-day. Before he returned to Cleveland to-night he expressed himself as satisfied that the strike would soon be over.

Locks Confirmation.

WASHINGTON, D. C., May 21.—There was a rumor here to-night that there had been a hostile meeting at Bluefields between the Nicaraguan gunboat San Jacinto, and the United States cruiser Detroit, which is looking after the interests of Americans in that vicinity. The report lacks confirmation so far as official advice is obtainable, the statement being made in responsible quarters that up to 11 o'clock there had been no information received in regard to it.

Nine States Represented.

PEORIA, Ill., May 21.—The biggest teething main ever held in the state was pulled off to-day on an island in Peoria Lake, near this city. Thirty-three battles were fought and large sums of money changed hands on the various stages. Nine states were represented by checkers, and the four boys and checkers, but Springfield, Ill., sports carried off the honors. The main was unfinished owing to rain.

THE FILIPINO COMMISSIONERS

Hold a Conference With the Members of the United States Commission.

SAY THEY ARE WITHOUT POWER

To Bind the So-Called Filipino Government--Must Refer Negotiations to Aguinaldo.

MANILA, May 22.—The Filipino commissioners who arrived here on Saturday to negotiate with the United States commissioners held a conference this morning with Messrs. Schurman, Worcester and Denby. They say that they are without power to bind the so-called Filipino government in any particular and can only refer any results of the present negotiations to Aguinaldo.

The Filipino commissioners with their families, spent to-day in visiting friends in Manila and conferred with Senores Florentino Torres, Pablo Ocampo and Theodore Yanco, the members of the local Filipino association who will participate in the meetings with the American commissioners.

Senor Torres was a member of Aguinaldo's commission before the war. He opposed independence and favors autonomy and he has been most influential in persuading the followers of Aguinaldo to make the present advances. Autonomy is the burden of the talk of the Filipinos, and it is thought the kind they wish for would be little different from the scheme of an American protectorate which they talked of before the war.

Senor Paterno, who has succeeded the irreconcilable Mabini as president of the Filipino cabinet, is a student and a writer. He once drew up a plan of autonomy under Spain which the Spanish government promised to adopt, there then being a troublesome rebellion on foot. The American commissioners in studying the question of Philippine government have found several good points in the scheme. Paterno is now the strongest man in Aguinaldo's party.

All the moneyed leaders of the insurrection see that it is hopeless and are anxious for peace. Those who want money think they may profit by harassing the Americans a while longer. On the suggestion of Mr. Schurman, president of the American commission, the local Filipino peace party has started a newspaper.

LACK OF NEWS

From the Philippines--Otis' Report Awaited With Interest.

WASHINGTON, D. C., May 21.—There was a lack of news in official quarters to-day from both General Otis at Manila, or General Brooke, at Havana. The President and war department officials are awaiting with much interest advice expected to-morrow from General Otis respecting the outcome of the meeting between the commissions representing the United States and Aguinaldo, though the belief expressed by the American commander at Manila that the insurgents want an armistice as a condition precedent to treating for peace leads to the belief that no final results may come of the meeting.

COUPONS UNDER A CAR.

Piedmont Recovers Valuable Property That Had Been Stolen.

CUMBERLAND, Md., May 21.—A tin box belonging to the town of Piedmont, W. Va., was found secreted between the sills under a Baltimore & Ohio box car at Philadelphia by a carpenter who was repairing the car.

The mayor of Piedmont was notified of the find and at his request the box was returned to him. It contained among other things uncancelled water bond coupons to the value of \$75 that had been torn from bonds in 1857 by the council that year, being for accrued interest.

The box was taken from the safe in the council chamber on the early part of 1857, and hidden under the car while it was standing in the Piedmont yards and has been travelling around the country in that position ever since. The coupons were negotiable and might have placed the town liable had they fallen into the hands of innocent holders.

Attend Anniversary Celebration.

WASHINGTON, D. C., May 21.—The President and Secretary Hitchcock to-day attended the seventeenth anniversary celebration of the organization of Wesley Methodist chapel. The sermon was delivered by Rev. S. F. Upham, of Drexel Theological Seminary, Madison, N. J. During the afternoon Mr. and Mrs. McKinley went out for a long drive, the President himself handling the reins. They stopped for a time at the residence of Vice President Hobart, who they found improving and sitting up, and with whom they chatted pleasantly for some time.

Arrested by a Farmer.

PAINESVILLE, Ohio, May 21.—Jefferson Kelly, a negro, was lodged in jail to-day by a farmer named J. J. Taylor, who had pursued, shot and arrested him on the charge of assaulting Mrs. Wilhelmina Tucker, of Cleveland, a widow aged fifty years, who was on the way from Painesville to the house of her sister some distance in the country. The assault occurred yesterday afternoon. Kelly followed Mrs. Tucker along the country road. Once he was frightened away after he had thrown her to the ground. He then overtook her, choked and bruised her and tore nearly all her clothing from her, but was again frightened away by the woman's screams. Kelly was captured by Taylor after a chase, and was shot in the shoulder as he attempted to run away. He has a bad reputation, having been released from the workhouse.

Lake Regatta.

CLEVELAND, Ohio, May 21.—The directors of the Inter-Lake Yachting Association at a meeting here last night, fixed August 5-11 as the dates of the annual regatta to be held at Put-In-Bay. The prizes will amount to \$1,000, and the regatta will be open to all yachts on fresh water.

False Report.

ROME, May 21.—The report of the death of Eugene, former empress of France, is entirely without foundation. She is well, and to-day received her niece on her yacht, off Naples.

DAWSON FIRE SWIFT.

The Entire Business Centre of the Klondike Metropolis Wiped out. Loss Will Aggregate \$4,000,000.

VICTORIA, B. C., May 21.—An extra edition of the Skagway Alaskan, received by the steamer Tees at midnight, contains the following report, wired from Bennett to Skagway, just previous to the sailing of the steamer:

"Another disastrous fire has visited Dawson City, this time fairly wiping out the entire business centre of the town, creating a loss that will aggregate \$1,000,000, with not a dollar's worth of insurance. The news was telegraphed from Bennett this afternoon by the special correspondent of the Daily Alaskan, who received it from a man named Tokales, who had just reached Bennett from a long and perilous trip out from Dawson, where broken trails, open rivers and dangerous lakes."

Mr. Tokales reports that the fire occurred on April 21 in the very heart of the business centre of the city. All the buildings burned like tinder, due to the fact that they had been standing for nearly two years and the logs were as dry as powder. The fire spread with such rapidity that the people were unable to save anything in the way of furniture or personal effects.

Another dispatch says the loss by fire amounted to \$1,000,000. In all 111 buildings, including the Bank of British North America was burned. The news was brought down by L. S. Hume, a son of Mayor Hume, of Seattle.

The flames spread with such rapidity that the citizens appeared panic-stricken and unable to save anything in the way of valuables, goods and clothing. Among the most prominent firms burned out were the Bank of British North America, the Canadian Bank of Commerce, McLellan & McNeely (of Victoria, Vancouver and Dawson), the Parson's produce company, of Winnipeg; the Royal Cafe, Donahue & Smith, the Aurora saloon, the Bodega, the McAden House, the Victoria hotel, the McDonald block and the California Exchange.

The fire was caused by a drunken woman upsetting a lamp in a notorious house. None of the big warehouses of the Alaska Commercial Company or the North American Trading and Transportation Company, was touched by the fire, so there will be no shortage of provisions, even if the lakes should not open before the middle of June, which is now expected. The heaviest losses by the fire are Messrs. McLellan & McNeely, of this city and Vancouver, who had an immense stock of iron and tinware and miners supplies taken in at heavy expense, and the Bank of British North America, whose rather flimsy vault did not withstand the heat, the papers in it being destroyed.

The bank also lost a large amount of gold dust. A rough estimate places the loss in gold and paper money alone at \$1,000,000. Altogether the burned area comprises quite three-quarters of the area of Dawson. From their trip out three couriers were forced to every expedient, walking, running with the dogs, swimming for life on two occasions and breaking through the ice repeatedly. They passed the river steamer Flora cutting her way through the ice with her steel prow at Hootalinqua, and found the telegraph wire to Skagway completed at Caribou Crossing, seventy-five miles inland.

A letter which was brought out by the messengers notes that before the ashes of the bank had had time to cool men were working on the spot with rockers, there being a good probability that much of the lost gold would be recovered in this manner.

Oil Bunk Burned.

NEW YORK, May 21.—The German oil-carrying bark Ariadne, Captain Ehler, was burned to the water's edge to-day near the docks of the Standard Oil company at Bayonne, N. J. Hans Reneke, aged 22 years, is missing and it is believed that he lost his life in the fire. The loss on the bark and the ship will amount to about \$25,000.

An Entire Town Burned.

WARSAW, Russia, May 21.—The town of Porosow, in the government of Warsaw, has been destroyed by fire. Twelve lives were lost and 3,000 people driven from their homes and are now camping in the fields. It is believed that the fire was of incendiary origin.

Cheap Military Supplies.

SPECIAL DISPATCH to the Intelligencer. CHARLESTON, W. Va., May 21.—Assistant Adjutant General D. E. Casteel has returned from Greenville, S. C., where he bid in for the state at a government sale of \$25,000 worth of military supplies, shelter tents and field desks, for \$8, to be used at the next encampment of the national guards. He also stopped in Washington and made arrangements for the replacement in kind of the state ordnance taken away from here by the First West Virginia volunteer regiment.

Cows Cause Railroad Disasters.

DE SOTO, Mo., May 21.—The engine of the Iron Mountain and Southern express which left St. Louis at 2 o'clock this afternoon, struck a cow at Tip-top, Mo., on Hogan's mountain, a few miles from here this evening and jumped the track, turning completely over. Fireman Fred Parker was killed and Engineer H. E. Walker severely injured, but not fatally. Beyond a few bruises the passengers escaped injury.

Lindsay, Ont., May 21.—A double-headed Grand Trunk freight train of thirty-five cars ran over a cow three miles west of here this morning, resulting in the derailment of both engines and some twenty cars. Fireman Dudley was instantly killed and Brakeman Harry Zenon badly scalded. The loss will reach \$50,000.

Powder Mill Blows Up.

CHICAGO, May 21.—A report reached Hammond, Ind., to-night that the powder mill of the Aetna Powder Company, at Aetna, Ind., had blown up. It was reported from Lake Station, three miles from the powder mills, that a shock had been felt there. The shock was felt also at Calumet Park, a distance of a mile from Hammond. At Lake Station, it was said nothing was known of a fire following the explosion, nor was there any report of casualties.

Sent Up For Life.

BLOOMFIELD, Ind., May 21.—Dr. Gray was to-night found guilty of murdering Mrs. Melissa Skinner and sentenced to life imprisonment. The murder was particularly atrocious. The verdict is denounced as insufficient, and threats of lynching have been made.

Big Gas Strike.

TOLEDO, Ohio, May 21.—Kevin Broca, have struck gas on a farm at Tiffin, the yield being over a half million feet a day. It is one of the largest strikes in years.

PRESBYTERIAN ASSEMBLY.

An Interesting Week at Hand. The Many Important Subjects to be Considered.

REDUCED REPRESENTATION

Two Reports to be Made on the Matter--Improvement of Relations With Church South.

MINNEAPOLIS, Minn., May 21.—After a Sabbath devoted to church-going and preaching and three popular meetings in the interests of home missions and Sabbath observance the Presbyterian general assembly will to-morrow begin a week of hard work. The routine subjects to be considered to-morrow are the reports of the boards of freedmen and education. The principal interest attaches to the former because of the vigorous effort that has been made to raise the board's \$10,000 debt. It is hoped that by to-morrow night the debt will be raised and the freedmen's board put on a par with the other boards in financial condition.

"The question of reduced representation will also come up to-morrow. The special committee appointed by the last assembly to consider the question of reducing the number of commissioners to the general assembly which is now 672, brought in an alternative report last Friday. Both of the resolutions reduces the representation. One retains the present system of representation by presbyteries, but reduces the ratio from one elder and one minister for every twenty-four ministers, or major faction, in the presbytery, to one elder and one minister to thirty-six. This plan reduces the assembly membership to 422.

The other plan is to make church membership instead of presbyteries the basis of representation, one minister and one elder being allowed for each 6,000 communicants. This makes 300 members of the assembly. There is a strong feeling against any plan to reduce the members of the assembly.

The assembly has yet to deal with the four topics of greatest popular interest—improvement of relations with the church south and the Chicago overture as to ministerial education, the McGiffert case and the Peoria overture looking to the withdrawal of the committee appointing power from the moderator.

Pittsburgh's Liberal Response.

PITTSBURGH, Pa., May 21.—In response to Moderator Sample's appeal for funds to lift the debt from the Freedmen's board, special collections were taken in the Presbyterian churches here to-day. Up to midnight only four churches had reported, the amount collected reaching nearly \$1,000. It is safe to say Pittsburgh's quota of the \$10,000 debt will be more than realized.

PEACE CONFERENCE.

Arbitration Doesn't Stand Much Show—Germany Against It.

LONDON, May 22.—The Daily News publishes a dispatch from The Hague, supposed to be inspired by William T. Stead, editor of the Review of Reviews, which in part is as follows: "Regarding arbitration, the present position of the delegates seems to be this: Germany and the other two powers of the triple alliance are entirely against it, and Turkey follows in their wake. Great Britain and the United States are entirely in favor of it. Prof. von Stengel, of the German delegation, said to-day: 'Arbitration is impracticable when two nations are divided by a vital issue, which in less important questions it exists already.' 'France is hesitating and will probably agree with Russia. Several delegates confess that they came to the conference unprepared, and have already learned much.'"

De Staal's Instructions.

LONDON, May 22.—The Morning Post publishes the following dispatch from its correspondent at The Hague:

"M. De Staal (head of the Russian delegation and president of the conference) received final instructions from Emperor Nicholas to deal with the question of realizing compulsory arbitration whether by a supreme tribunal of several great powers or by private tribunal, consisting of the powers whose interests may be at stake, with the subsequent friendly mediation by some third power."

A Proper Rebuke.

MILWAUKEE, Wis., May 21.—A Sentinel special from Calumet, Mich., says that city is excited over a sermon delivered by Rev. H. C. Hunter at the First Congregational church to-day. Rev. Hunter took occasion to criticize the national administration for its Philippine policy and its course during the Spanish war. Charles Tomme, a volunteer in the Thirty-fourth Michigan, was in the audience and he interrupted the pastor, saying: "Any man who talks like that is a traitor to his country and to his flag, and I refuse to listen to him."

He then left the church.

To Avoid Scandal.

ST. LOUIS, Mo., May 21.—News was received from Mr. Martineau to-day to the effect that the papal delegate had instructed the bishop of the diocese to avoid scandal in his selection of the priest for St. Patrick's parish. The church of St. Patrick in East St. Louis is constantly guarded by the parishioners against the entrance of the newly-appointed German priest, Father Clause. Leaders of the opposition to the appointment claimed the news as a signal victory for their side and ordered the big American flag raised to the top of the staff in the church yard in honor of the news.

Weather Forecast for To-day.

For West Virginia: Showers Monday and probably Tuesday; southerly winds. For Western Pennsylvania: Partly cloudy, with showers in southern portion Monday; probably showers Tuesday; northerly winds. For Ohio: Partly cloudy, with showers in southern portion Monday, Tuesday, probably fair; fresh northeasterly winds.

Local Temperature.

The temperature Saturday, as observed by C. Schnepf, druggist, corner Market and Fourteenth streets, was as follows: 7 a. m. 53 3 p. m. 63 9 a. m. 58 3 p. m. 64 12 m. 65 6 p. m. 61 Weather fair.

SUNDAY.

7 a. m. 48 3 p. m. 65 9 a. m. 53 3 p. m. 62 12 m. 61 Weather cloudy.